

**"BILL JONES" COSTUME  
ON THE AUCTION BLOCK**

Frank Bacon, Theatrical "Lightning" Man, Makes Donation to Near East Relief.

When John Drew, as chairman of the near east national theatrical committee, appealed to Frank Bacon for help in the old clothes drive, June 1, the "Lightning" man promptly offered to donate his "Bill Jones" costume, which has been seen by more than a million people in the record-breaking run of the play in New York City. That suit will be put on the auction block, and it is expected many thousands of dollars will be received to purchase garments for destitute Christians and Jews in the near east. From his private wardrobe, Mr. Bacon personally prepared a bundle of spare clothes, which was accompanied by a generous check.

Youth and shake hands on the stage and in good words for the famous "Kid" Jackie Coogan was not to be outdone by Bill Jones and insisted that his mother give away all his wardrobe, then changed his mind and wanted money given to buy new clothes for the orphan kiddies, who can't remember anything but rags. But Jackie selected a great bundle of his own togs, books and games and

other things to help the kiddies learn to smile again when Christmas comes next time. Mr. Drew's committee follows: E. F. Albee, Grant Allen, George Arliss, David Belasco, Dorothy Bryant, George M. Cohan, Owen Davis, John Emerson, Mrs. Fiske, Daniel Frohman, Mary Garden, Mrs. Lydie Hoyt, Howard Kyle, Mittie, Alice Leal Pollock, Annie Russell, Constance Talmadge, Norma Talmadge and Henry Morganthau. Local theater men assisting Isaac Gans in the local campaign are Roland Robbins, Tom Moore and Julian Brylawski.

Clothing is to be given June 1 and taken to any fire engine house, also in Chevy Chase to the Presbyterian Church, and in Takoma Park to Feldman's store, on Cedar street, or to Keith and Rialto theaters.

**WOLCOTT DECLINES OFFER**

Senator From Delaware Refuses State Chancellorship.

WILMINGTON, Del., May 28.—United States Senator Josiah O. Wolcott today sent to Gov. William D. Denney a letter in which he declined appointment to the position of chancellor, the highest station on the state bench, offered him a few days ago.

**LARGE AUDIENCE SEES  
SHAKESPEAREAN PLAY**

Community Players Present "Midsummer Night's Dream" at Dean Place.

A large audience greeted the Community Players in "A Midsummer Night's Dream" last night at the Dean place. All the members of the large cast proved that they had entirely recovered from the ill effects of the chilly breezes which they had braved at the Tuesday matinee, and gave a remarkably smooth and satisfying performance, which was greeted with enthusiasm. It was a lovely spectacle almost in pageant form, whose beauty was enhanced by effective lighting, especially in the fairy scenes, where the loveliness of the girls and the beauty of the music gave the real atmosphere of fairyland.

The cast was uniformly good, Arthur White as Theseus giving evidence of his splendid Shakespearean training. The most interesting figure of the play was Pauline Grant as Titania, whose first entrance and dance, and all of the scenes that followed, were filled with the spirit of elfin mischief and greeted on every occasion with prolonged applause. The comedy scenes, especially the tragedy of Puck and Titania, were well done.

**MAKE TRIPS BY PLANE.**

Baltimore Business Men Fly to Homes on Eastern Shore.

Special Dispatch to The Star. BALTIMORE, May 28.—Baltimore is one of the few cities of the country that can boast of possessing an aerial ferry. Twice weekly a hydroplane, owned by Ewing Easter, leaves one of the piers at the water front for the eastern shore with two passengers. The passengers, both of whom are in the automobile business, go to their homes on the eastern shore every Friday for the week end and the trip requires only thirty-five minutes. They formerly made the trip by auto and it took exactly four hours.

Mr. Easter has two machines now and plans to organize a company to operate a daily service between this city and points on the eastern shore. The order issued by the commission today forbids the Washington-Virginia Railway Company to change its fares and charges and to change its practices until the investigation and suspension proceeding shall have been disposed of or until the period of suspension expires. The commission's order is a suspension of the company's right to change its fares and charges and to change its practices until the investigation and suspension proceeding shall have been disposed of or until the period of suspension expires.

**INCREASE IN RATES  
AGAIN SUSPENDED**

Washington-Virginia Railway Schedules Held Up by I. C. C. for Another Month.

Operation of all schedules providing a general increase in one-way and commutation fares on the lines of the Washington-Virginia Railway Company, which were filed by the company last February, was further suspended today by the Interstate Commerce Commission. The original suspension order elapsed June 13. The commission today ordered a month's further suspension, the final suspension expiring July 13. The second suspension, which is made under the commission's rules of practice, was made to allow additional time for the commission to study the evidence presented at oral hearings before Commissioners Clark, Aitchison and Meyer.

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The suspended schedules, which were filed by the railway company in February, provide increased one-way and round-trip fares, special car charges, commutation fares and the cancellation of the twenty-five trip commutation book ticket fares between Rosslyn and Washington, and points on its line. In general the road seeks a 10 per cent increase in the flat fare for passengers, which it claimed in oral arguments before the commission it needed to pay operating expenses.

Attorneys for the road, in summing up their arguments before the commission, declared that the road needed approximately \$250,000 additional revenue a year to put it on a sound financial basis. They claimed that the proposed increase could be obtained by a flat increase of 10 per cent in the one-way fares and by abolition of the old flat fare and ticket, which they claimed was an injustice to the road and failed to yield sufficient revenue to justify its continuance.

**REQUIRES RATES POSTED.**

House Bill Would Have Hotel Prices Placarded in Rooms.

Posting of prices in all rooms of Washington hotel proprietors would be required by a bill introduced by Representative Hays of Missouri, a former member of the House District committee, which was referred to the House District committee. Prompt action on this measure is anticipated because at practically every meeting of the committee complaint and protests have been made regarding hotel charges, coupled with demands for quick legislative action to curb prices.

The Hays bill would require the Washington hotel proprietors to post a list of the prices they charge with the District Commissioners, these schedules to include meals when a hotel is conducted on the American plan. It provides that prices could not be advanced without thirty days notice to the Commissioners.

Representative Hays introduced this bill at the solicitation of the Allied Travelers' Association, which is seeking uniform hotel regulations throughout the country. Senator Caraway of Arkansas has introduced a similar measure in the Senate.

**TURN FOR THE BETTER SEEN IN  
REVIEW OF INDUSTRIAL LINES**

Indications, However, That in Some Trades Readjustment Prices and Output Are Not Yet Completed.

BY STUART P. WEST.

NEW YORK, May 28.—Wall street has shown again this week that it is concerned with the immediate facts of trade and corporation earnings rather than it is with the continued improvement in the credit situation, or the long range optimism commonly expressed by leading business men. The price movement on the stock exchange has been very uneven and some groups have offered better resistance than others to selling pressure. But the market has been compelled to give its chief attention to the cutting and passing of dividends which is going on and to the indications that the readjustment of prices and output has not yet been completed.

There is to be further cutting of steel prices, Judge (and the other leading representatives of the industry) have said as much. But this should not take away from the importance of the turn for the better in textile manufactures, in hide and leather and shoes and in other distributive trades and—more striking than any—in railway traffic.

The excellent showing in railway statistics, such as the idle car loadings to the effect that the railroads passed through their darkest hour two months ago, and since then have been rapidly on the mend. One of the main causes of the slump in railway traffic, beginning with the start of January, was the violent decline in our foreign commerce. As the president of the New York Central pointed out to the Senate committee on interstate commerce, the decrease of \$67,300,000 in exports for January and the \$245,000,000 decrease in imports was accompanied during that month by a falling off of 33,000,000 tons in the haul of the railways.

In March the export decrease rose to \$432,700,000, while the reduction in imports amounted to \$272,000,000. But the progress made in recovery has been slow and the effect of this was visible in the series of large increases in net earnings despite the falling off in gross. The April accomplishment along this line was still more significant than those of March.

Some Encouraging Figures. What this means for the investment community is well summarized by the controller of the New York Central, who, commenting upon his company's April net of \$4,100,000, or \$2,900,000 more than the income a year ago, said: "The figures show the distinct tendency to encourage all interested in the well being of the railroads."

With the progress made in reducing operating expenses, the 10 to 15 per cent wage cut which it is expected the labor board will announce on Wednesday, ought to be satisfying to all except a few roads which have been running badly behind. Another reason why the industry is so well advertised in most instances that it is hardly likely to have much further effect. So, too, with other bad news lying ahead, such as cutting of automobile prices, reduction in steel prices, poor quarterly earnings of the oil industry, and so on, the industry is well advertised in most instances that it is hardly likely to have much further effect.

Costs of raising armed forces during the war with Germany and during the troubled periods on the Mexican border would be returned to the states and territories under a bill introduced by Representative Hays of Massachusetts, the republican leader. The measure directs the Treasury to pay to the governor of any state or territory or his duly authorized agent the reasonable costs, charges and expenses that have been incurred by him within the ten years prior to the passage of this act in aiding the United States to raise and equip forces for use in the existing war with Germany, or for the protection of citizens of the United States in Mexico or on the Mexican border by supplying, equipping, clothing, paying or transporting men of his state or territory who were afterward accepted into armed forces of the United States.

Treasury repayments are to be limited to the principal of sums spent in this way the bill further provides, and if money has been borrowed for such expenditures the interest charges would not be recoverable from the federal government.

There was no estimate as to what amount might be claimed by the various states or what states might make such claims.

**ASK TO DISOLVE DAIRY.**

Application has been made to the District Supreme Court for the dissolution of the corporation known as Walker Hill Dairy, Inc. William A. Simpson, William F. Simpson, Philip A. Simpson and George R. Reppert, directors of the corporation, wish to wind up its business. Through Attorneys J. S. Easby-Smith and Ralph B. Fleaherty the court is advised that December 31 last William A. Simpson purchased all the stock of the company and became the sole owner of the business.

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**PAROLE IS CONSIDERED.**

Attorney General Daugherty is considering recommendation of the Federal parole board on the application for parole of Oscar Martinson, former sheriff of Hennepin county, Minn. It was said at the Department of Justice, Martinson is in the penitentiary at Leavenworth for violation of the Volstead act.

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